



STAFF REPORT

HEARING DATE: June 5, 2013

TO: Planning Commission

STAFF: Luke Pelz, Associate Transportation Planner

PROPOSAL: **CPA2013-0002 Amendment of a Designated Proposed Collector Street between Murray Boulevard and 153rd Drive.**

LOCATION: This amendment would directly apply to properties within the immediate area of the collector street that is proposed for removal from the Comprehensive Plan.

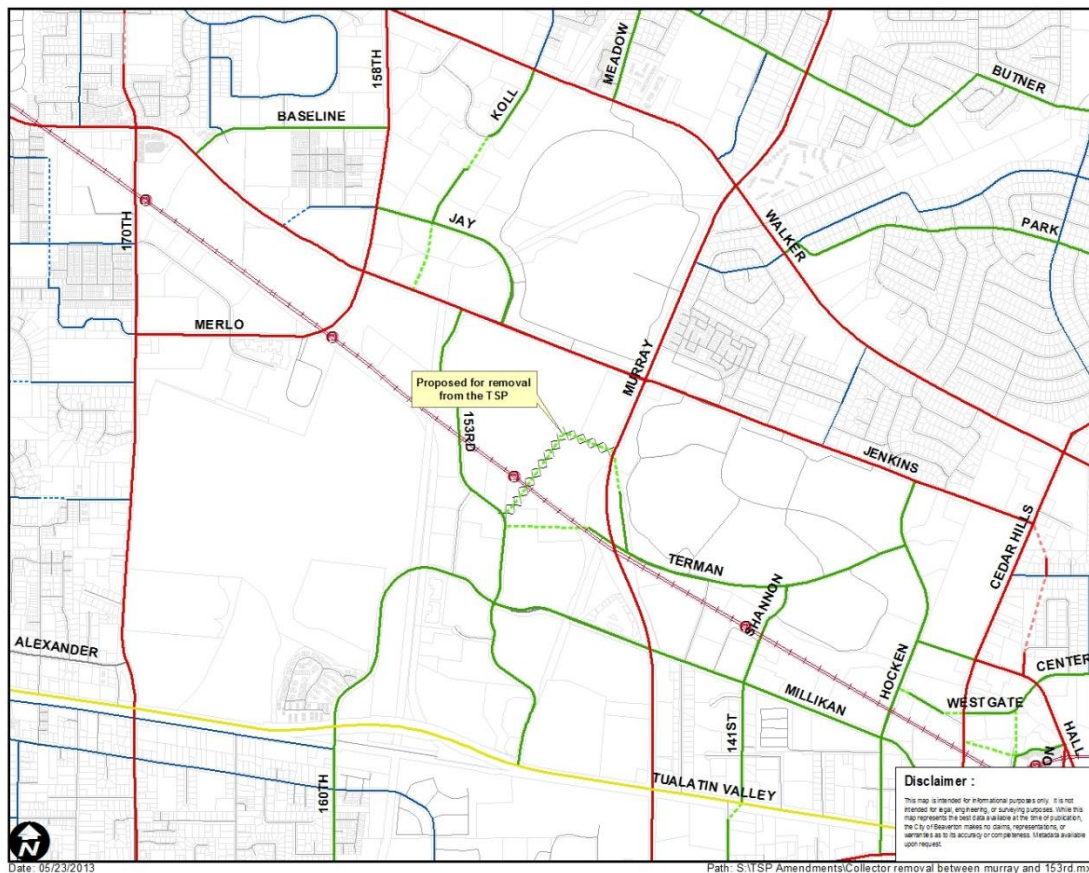
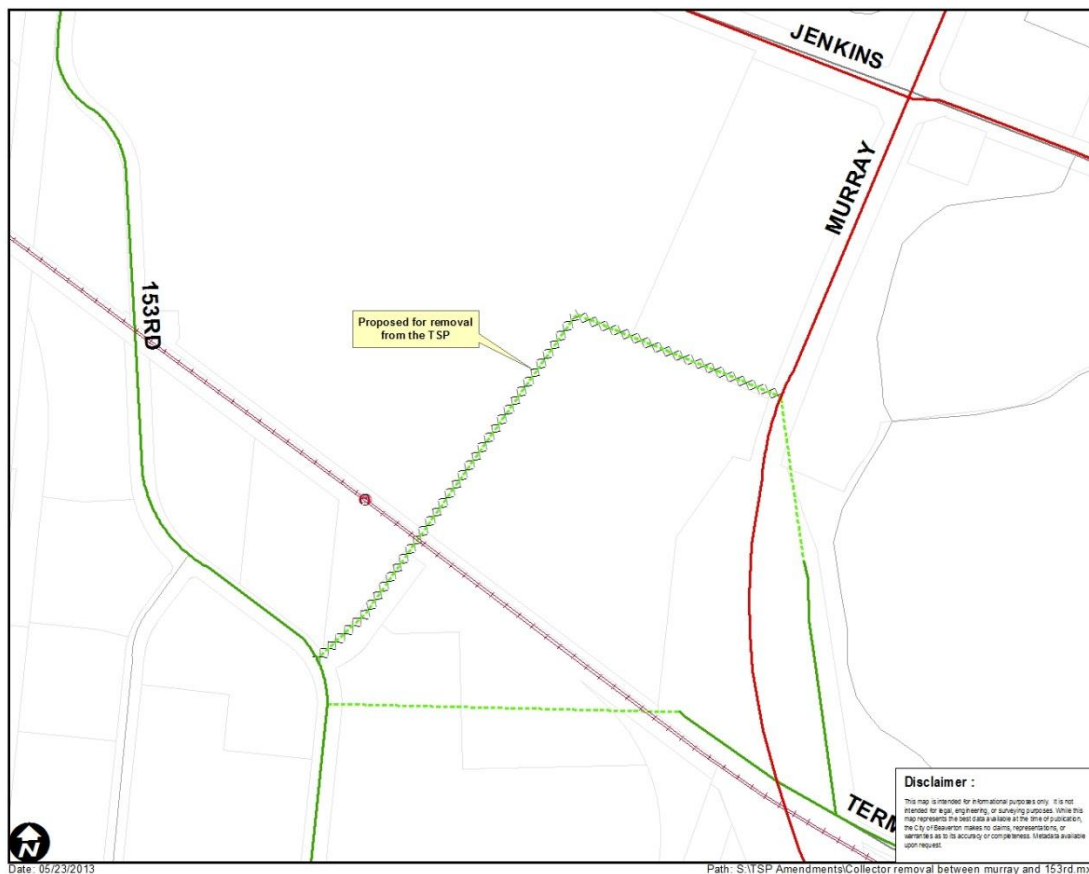
SUMMARY: The City proposes to amend the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan* in order to remove a designated proposed collector street, which is located south of SW Jenkins Road extending westward from Murray Boulevard to SW 153rd Drive. The City initiated this amendment to encourage future development by allowing for greater flexibility in site design, internal circulation, and location of future travelway connections to adjacent streets based on the needs of a future user. In addition, base layer network maps and figures will be modified to reflect the proposed change.

APPLICANT: City of Beaverton
Attn: Planning Director
4755 SW Griffith Drive
Beaverton, OR 97076

DECISION CRITERIA: Criteria for Quasi-Judicial Comprehensive Plan Map Amendments are listed in Section 1.5.1 of the Comprehensive Plan.

RECOMMENDATION: **Staff recommends that the Planning Commission review and recommend approval of CPA2013-0002 (Amendment of a Designated Proposed Collector Street between Murray and 153rd) to the City Council with no associated conditions of approval.**

VICINITY MAPS



BACKGROUND

The City of Beaverton initiated this proposal to amend the *Comprehensive Plan for the City of Beaverton* and the *Beaverton Transportation System Plan* to remove a proposed Collector street designation located approximately between Murray Boulevard and 153rd Avenue, south of Jenkins Road and north of TriMet's MAX Blue Line.

The vicinity maps above show the existing alignment proposed for removal. The roadway is identified as a future collector in the TSP (Figure 6-4: Functional Classification) and is considered part of the long-term vision of the transportation system. However, the roadway is not included as a financially-constrained project that is expected to be reasonably funded and constructed by 2035. It is not included in the high priority projects that the City expected to implement (Table 6-1: Action Plan). Furthermore, the year 2035 project list and traffic conditions reported in the TSP do not include this connection. Typically, major facilities (collectors and arterials) that impact circulation are included in the travel demand model. However, due to the unfunded nature of the project, it was not included in the financially-constrained TSP network and resulting traffic analysis.

The amendment does not preclude the construction of a street in the future at this location or vicinity.

Future development of the site across which the designated collector currently runs will likely require that a Traffic Impact Analysis (TIA) be submitted with a land use application and reviewed per Development Code requirements. The future TIA would take into account the unique site characteristics of a future development proposal and the associated impacts on the transportation system.

The City of Beaverton contracted with DKS Associates, a local transportation planning firm, to analyze the impacts of the amendment to ensure that the functionality of the transportation system is not compromised. The results of the analysis show that the proposed amendment (collector removal) is consistent with the current adopted TSP circulation plan in this area, and removing the collector would not have significant impacts on the TSP beyond the conditions that are currently documented in the Plan.

Current Development Surrounding Proposed Alignment	Undeveloped lot (north/northwest), undeveloped lot (south/southwest), Office Industrial (south), multi-family residential (southeast)		
NAC	Five Oaks/Triple Creek Neighborhood Association Committee and Washington County Citizen Participation Organization 1		
Comprehensive Plan	<p>Land Use: Regional Center</p> <p>Street Functional Classification Plan: The existing alignment is classified as a Collector, Proposed.</p> <p>Transportation System Plan Improvements (Streets): Figure 6.4, Functional Classification shows a future street connection approximately between Murray Boulevard and 153rd Avenue, south of Jenkins Road and north of TriMet's MAX Blue Line.</p> <p>Pedestrian Improvements: Figure 6.1, Pedestrian System Gaps & Priority Locations identifies the subject area as having no priority for pedestrian connectivity.</p> <p>Bicycle Improvements: Figure 6.2, Bicycle System Gaps & Priority Locations identifies the subject area in the lowest priority range for bicycle facility need.</p>		
Surrounding Uses		Zoning:	Uses:
	North:	Station Community: Multiple Use	Undeveloped
	South:	Office Industrial	Office Industrial
	East:	Station Community: Multiple Use	Multi-Family
	West:	Station Community: Multiple Use	Undeveloped

PAGE

BACKGROUND**SR 2****EXISTING CONDITIONS****SR 4****ATTACHMENTS**

A	CPA2013-0003 Amendment of a Designated Proposed Collector Street between Murray Boulevard and 153rd Drive.	CPA1 – CPA8
	Analysis and Findings	CPA 1 - CPA 8
	Summary	CPA 8
	Conclusion	CPA 8
	Recommendation	CPA 8

EXHIBITS

1	Aerial Vicinity Map and Background	SR 2
2	Existing Conditions	SR 3
3	List of text and figures associated with the amendment	CPA 9
4	Technical Memo from DKS Associates dated April 18, 2013	

ANALYSIS AND FINDINGS

QUASI-JUDICIAL COMPREHENSIVE PLAN AMENDMENTS

1.5 Criteria for Amending the Comprehensive Plan

The adoption by the City Council of any amendment to the Plan shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section have been met. The City Council and Planning Commission may incorporate by reference facts, findings, reasons, and conclusions proposed by the City staff or others into their decision.

1.5.1. Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments:

A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;

Of the 19 Statewide Planning Goals, staff finds Goals 1, 2, 6, 9, 10 and 12 are applicable to the proposed map amendment.

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

This proposed amendment is subject to the public notice requirements of the City Charter and Comprehensive Plan. At the hearing, the Planning Commission considers written comments and oral testimony before they make a recommendation to City Council. The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities on the proposed Comprehensive Plan amendment as required by this Statewide Planning Goal.

These procedures have been followed.

Goal 2: Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

The City of Beaverton adopted its Comprehensive Plan, which includes text and maps in a three-part report (Ordinance 1800), in 1972. The City adopted a new Comprehensive Plan (Ordinance 4187) in January of 2002 that was prepared pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD). The proposed amendment does not affect the current Land Use Map, which was the subject of numerous public hearings and considerable analysis before adoption. Developments that may occur upon the subject parcels as a result of implementing the proposed amendment are expected to be or come into compliance with the Land Use Map.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

The *Comprehensive Plan for the City of Beaverton* addresses storm water and drainage, potable water, and sanitary services within Chapter 5 and addresses air quality, water quality and solid and hazardous wastes within Chapter 8. Developments that may occur upon the subject parcels as a result of implementing the proposed amendment are expected to maintain air, water, and land resource quality.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Statewide Planning Goal 9 states that, “Comprehensive plans for urban areas shall: ...3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies.” The subject properties are designated for multiple-use development.

The location of the existing Proposed Collector street alignment crosses an undeveloped site. Presently there is no development application before the City. The City initiated this amendment to encourage future development by allowing for greater flexibility in site design, internal circulation, and location of future travelway connections to adjacent streets based on the needs of a future user.

The amendment complements the objectives of the City’s Enterprise Zone. The site is located within Enterprise Zone Area 1. The Beaverton Enterprise Zone has been designated as a local Enterprise Zone program by Business Oregon as of June 12, 2012.

Enterprise Zones are designed to encourage business investment through property tax relief, in specific areas of the state. In exchange for locating or expanding into an Enterprise Zone, eligible (generally non-retail) businesses receive total exemption from the property taxes normally assessed on new plant and equipment, for a specified amount of time, which varies between the different zone programs.

An E-Zone allows for eligible industrial-related businesses to make additional investments to improve employment opportunities, spur economic growth and diversify business activity. Eligibility is afforded to companies with a minimum of a \$1 million investment either through expansion, new development, and/or equipment for the development.

All existing land use designations in the immediate vicinity maintain compliance with the intentions expressed in Goal 9.

Goal 10: Housing

To provide for housing needs of citizens of the state.

Goal 10 requires that local jurisdictions inventory the supply of buildable lands and develop plans “...in a manner that insures the provision of appropriate types and amounts of land within urban growth boundaries. Such land should be necessary and suitable for housing that meets the housing needs of households of all income levels”.

In January of 2002, pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD) the City adopted a Housing Element into its Comprehensive Plan (Ordinance 4187).

The City proposes an amendment which would allow for future opportunities of development on the site. The City’s policies derived from this process were henceforth acknowledged to comply with Goal 10.

Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.

OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the TPR (Transportation Planning Rule), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume 4 of the Comprehensive Plan contains the City’s adopted TSP, effective October 21, 2010. OAR 660-012-0060 requires local governments to review Comprehensive Plan and land use regulation amendments with regard to the effect of the amendment on existing or planned transportation facilities.

The OAR 660-012-0060 (1) (State Transportation Planning Rule (TPR)) contains standards by which to review “*amendments to functional plans, acknowledged comprehensive plans and to land use regulations*”. The TPR states that such amendments “*which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.*”

The intent of the proposed amendment is to encourage future development by allowing for greater flexibility in site design, internal circulation, and location of future travelway connections to adjacent streets based on the needs of a future user.

The proposal is a minor amendment to the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan*. New development is not proposed with this application and new land use designations are not part of this proposal. The proposed amendment allows the site to achieve full development build out. Future development of the site across which the designated collector currently runs will likely require a Traffic Impact Analysis (TIA) with a land use application and reviewed per Development Code requirements. The future TIA would take into account the unique site characteristics of a future development

proposal, multi-modal needs, the associated impacts on the transportation system, and needed mitigation measures.

The City of Beaverton contracted with DKS Associates, a local transportation planning firm, to analyze the impacts of the amendment to ensure that the functional integrity of the transportation system is not compromised. The results of the analysis show that the proposed amendment (collector removal) is consistent with the current adopted TSP circulation plan in this area, and removing the collector would not have significant impacts on the TSP beyond the conditions that are currently documented in the Plan.

The future collector connection was included in the TSP to provide access to individual lots located in the southwest quadrant of the SW Murray Boulevard/SW Jenkins Road intersection. However, properties in this quadrant are now under a single owner. DKS Associates' investigation of the possible impacts associated with removing this collector is summarized as follows:

Circulation Impacts

The roadway is identified as a future collector in the TSP (Figure 6-4: Functional Classification) and is considered part of the long-term vision of the transportation system. However, the roadway is not included as a financially-constrained project that is expected to be reasonably funded and constructed by 2035. It is not included in the high priority projects that the City expected to implement (Table 6-1: Action Plan). Furthermore, the year 2035 project list and traffic conditions reported in the TSP do not include this connection.

Typically, major facilities (collectors and arterials) that impact circulation are included in the travel demand model. However, due to the unfunded nature of the project, it was not included in the financially-constrained TSP network and resulting traffic analysis. Therefore, removing the connection would not impact other findings and conditions as reported in the TSP, including traffic circulation and intersection mobility conditions.

Network Grid Review

Metro provides regional facility spacing guidelines to provide adequate circulation and connectivity for the regional transportation network. The Regional Transportation Functional Plan (RTFP) requires a grid spacing of one-mile for arterials and one-half mile for collectors, to the extent possible.¹ DKS Associates reviewed the study area to determine if the removal of the future collector would still allow the system to meet the regional grid network. DKS Associates found that there are two sets of parallel streets that surround the future collector – SW Jenkins Road and SW Millikan Way to the north and south, as well as SW Murray Boulevard and SW 153rd Drive to the east and west. These alternate routes would still provide one-half mile or better (less) spacing as required by Metro. Therefore, removing the future collector would still meet regional transportation network grid requirements.

The proposed amendment is consistent with Statewide Planning Goal 12.

¹ Metro RTFP, Section 3.08.110 Street System Design Requirements.

Remaining Goals

Goal 3: *Agricultural Lands*

Goal 4: *Forest Lands*

These goals apply to rural unincorporated areas. The City of Beaverton is an urban incorporated area; therefore, the goals are not applicable.

Goal 5: *Natural Resources, Scenic and Historic Areas, and Open Spaces*
To protect natural resources and conserve scenic and historic areas and open spaces.

The proposal does not involve natural resources, scenic and historic areas, and open spaces. Therefore, this goal is not applicable.

Goal 7: *Areas Subject To Natural Disasters and Hazards*
To protect people and property from natural hazards.

The area related to this proposal is not subject to natural disasters and hazards. Therefore, this goal is not applicable.

Goal 8: *Recreational Needs*

The proposal does not involve locating necessary recreational facilities which include destination resorts or opportunities to satisfy the recreational needs to visitors and the citizens of the state. Therefore, this goal is not applicable.

Goal 11: *Public Facilities and Services*
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The proposal does not involve the development of public facilities or services. Therefore, this goal is not applicable.

Goal 13: *Energy Conservation*
To conserve energy.

The proposal does not involve energy conservation elements as such. Therefore, this goal is not applicable.

Goal 14 Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

This goal applies to rural areas. The proposal is an urban incorporated area; therefore, the goal is not applicable.

Goal 15: Willamette Greenway

This goal applies to lands along the Willamette River. The Willamette River is not within, or adjacent to, the City of Beaverton, thus this goal is not applicable to the proposal.

**Goal 16: Estuarine Resources,
Goal 17: Coastal Shorelands,
Goal 18: Beaches and Dunes,
Goal 19: Ocean Resources**

These goals apply to oceanic or coastal resources. The City of Beaverton is more than 80 miles from oceanic or coastal resources; therefore, these goals do not apply to the City of Beaverton.

Summary Finding: Staff finds for the reasons identified above, the proposed amendment complies with Goals 1, 2, 6, 9, 10, and 12 and finds Goals 3, 4, 5, 7, 8, 11, 13, 14, and 15 through 19 are not applicable. Criterion 1.5.1.A is met.

B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;

The effective Titles of the Metro Urban Growth Management Functional Plan are not applicable to this proposal as this does not include a change in land use or zoning designations.

Furthermore, due to the unfunded nature of the project, the Proposed Collector was not included in the financially-constrained TSP network and resulting traffic analysis, or the RTP. However, with the removal of the Proposed Collector the existing street pattern still meets regional transportation network grid requirements.

Summary Finding: Staff finds the proposed amendment complies with applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan.

C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;

Chapters 1, 2, and 6, of the *Comprehensive Plan for the City of Beaverton* include policies that are applicable to this Comprehensive Plan Map Amendment. Staff finds that no other local plans are applicable to this proposal.

Chapter 1 Comprehensive Plan Amendment Procedures Element

Staff has complied with Chapter 1 by following the noticing procedures in City-Initiated Amendments. The Planning Commission will hold an initial hearing where public testimony and evidence will be entered into the record and used for the Planning Commission's deliberations. The Planning Commission will make a recommendation to City Council, who will follow appropriate procedures for adopting an ordinance implementing the Planning Commission's recommendation and incorporating their findings, unless an appeal of the Planning Commission decision is filed, in which case the Council will conduct a hearing on the appeal.

Finding: Staff finds that the proposal is a quasi-judicial amendment. Staff finds that the appropriate procedures in Chapter 1 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 1.

Chapter 2 Public Involvement Element

Chapter 2 of the Comprehensive Plan reiterates criteria from Chapter 1 and goes further to discuss public involvement programs for the City in compliance with Statewide Planning Goal 1, the City Council's Goal for citizen involvement and participation, and the Comprehensive Plan Public Involvement Goal. This application satisfies Chapter 2 by satisfying the applicable procedures within Chapter 1 of the Comprehensive Plan.

Finding: Staff finds that the appropriate procedures in Chapter 2 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 2.

Chapter 6 Transportation Element

6.2 Transportation Goals and Policies

The proposal amends the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan* in order to remove a designated Proposed Collector street, which is located south of SW Jenkins Road extending westward from Murray Boulevard to SW 153rd Drive. In addition, base layer network maps and figures will be modified to reflect the proposed change. Any future development of the project area will require traffic impacts to be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose constraints upon the system.

Finding: Staff finds the proposal is consistent with the policies found in Chapter 6 of the City's Comprehensive Plan, as noted within the findings for Statewide Planning Goal 12 Transportation on page CPA-3. Implementation of the proposed amendment does not modify the projected provision of public facilities and services. The goals found in Chapter 6 of the City's Comprehensive Plan are not expected to be adversely impacted by the proposal. Therefore, staff finds that the proposed amendment is compatible with the relevant goals and policies found in Chapter 6.

Summary Finding: Staff finds that the proposed Comprehensive Plan Map Amendment is generally consistent and compatible with the Comprehensive Plan. Thus, the requirements of Criterion 1.5.1.C are met.

D. If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other property that now have the same designation as proposed by the amendment;

The City proposes to amend the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan* in order to remove a designated proposed collector street, which is located south of SW Jenkins Road extending westward from Murray Boulevard to SW 153rd Drive. This application does not involve any amendment to the Land Use Map.

Finding: Staff finds this criterion is not applicable.

SUMMARY

For the reasons identified above, staff finds the proposed amendment satisfies the approval criteria for a Quasi-Judicial Comprehensive Plan Amendment pursuant to Section 1.5.1 of the *Comprehensive Plan for the City of Beaverton*.

CONCLUSION

Based on the facts and findings presented, staff concludes that proposal, **CPA2013-0002 (Amendment of a Designated Proposed Collector Street between Murray Boulevard and 153rd Drive)** meets the criteria for approval.

RECOMMENDATION

Based on the facts and findings presented, staff recommends the Planning Commission make a recommendation to City Council of **APPROVAL** for **CPA2013-0002 (Amendment of a Designated Proposed Collector Street between Murray Boulevard and 153rd Drive)** with no recommended conditions of approval.

Upon approval of the amendment the following items in the Comprehensive Plan and TSP would require modification to be consistent with the removal of the collector street:

- **Comprehensive Plan Volume I Chapter 6 (Transportation Element):**
 - VI 19 (Figure 6.1 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - VI 21 (Figure 6.2 Bicycle System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - VI 25 (Figure 6.4 Functional Class Plan) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
- **Comprehensive Plan Volume IV Transportation System Plan:**
 - Page 1-5 (Figure 1-3 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Page 3-3 (Figure 3-2 Adopted Functional Classification) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
 - Page 4-28 (Figure 4-8 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Page 4-30 (Figure 4-9 Bicycle System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Page 4-34 (Figure 4-11 Adopted Functional Classification) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
 - Appendix D Page 34 (Figure 8 Pedestrian Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Appendix D Page 36 (Figure 9 Bicycle Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Appendix D Page 38 (Figure 10 Transit Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Appendix H Page 17 (Figure 5 Pedestrian Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Appendix H Page 18 (Figure 6 Bicycle Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Change Log – Add list of above edits



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MEMORANDUM

DATE: 18 April 2013

TO: Luke Pelz, City of Beaverton
Jabra Khasho, City of Beaverton

FROM: Carl D. Springer, P.E., PTOE; Garth Appanaitis

SUBJECT: **Beaverton Transportation System Plan – Proposed Amendment**
Removal of the Collector Southwest of Murray Blvd and Jenkins Rd

P# 12154-002

This memorandum summarizes our findings about a proposed amendment to the City's Transportation System Plan (TSP)¹ to remove the future collector roadway south of SW Jenkins Road between SW Murray Boulevard and SW 153rd Drive (shown in Figure 1).

We found that the proposed amendment (collector removal) is consistent with the current adopted TSP circulation plan in this area, and removing the collector would not have significant impacts on the TSP beyond the conditions that are currently documented in the Plan.

Background

The future collector connection was included in the TSP to provide access to individual lots located in the southwest quadrant of the SW Murray Boulevard/SW Jenkins Road intersection. However, properties in this quadrant are now under a single owner. Our investigation of the possible impacts associated with removing this



Figure 1: Proposed Amendment – Collector for Removal

¹ Beaverton TSP Adopted September 2010, Ordinance 4551. The TSP is composed of Comprehensive Plan Volume I Chapter 6 (Transportation Element) as well as Volume IV, which contains supporting detail.

collector is summarized in the following sections.

Circulation Impacts

The roadway is identified as a future collector in the TSP (Figure 6-4: Functional Classification) and is considered part of the long-term vision of the transportation system. However, the roadway is not included as a financially-constrained project that is expected to be reasonably funded and constructed by 2035. It is not included in the high priority projects that the City expected to implement (Table 6-1: Action Plan). Furthermore, the year 2035 project list and traffic conditions reported in the TSP do not include this connection.

Figure 2 shows the travel demand model street network used for the TSP analysis in the area of the connection. Typically, major facilities (collectors and arterials) that impact circulation are included in the travel demand model. However, due to the unfunded nature of the project, it was not included in the financially-constrained TSP network and resulting traffic analysis. Therefore, removing the connection would not impact other findings and conditions as reported in the TSP, including traffic circulation and intersection mobility conditions.

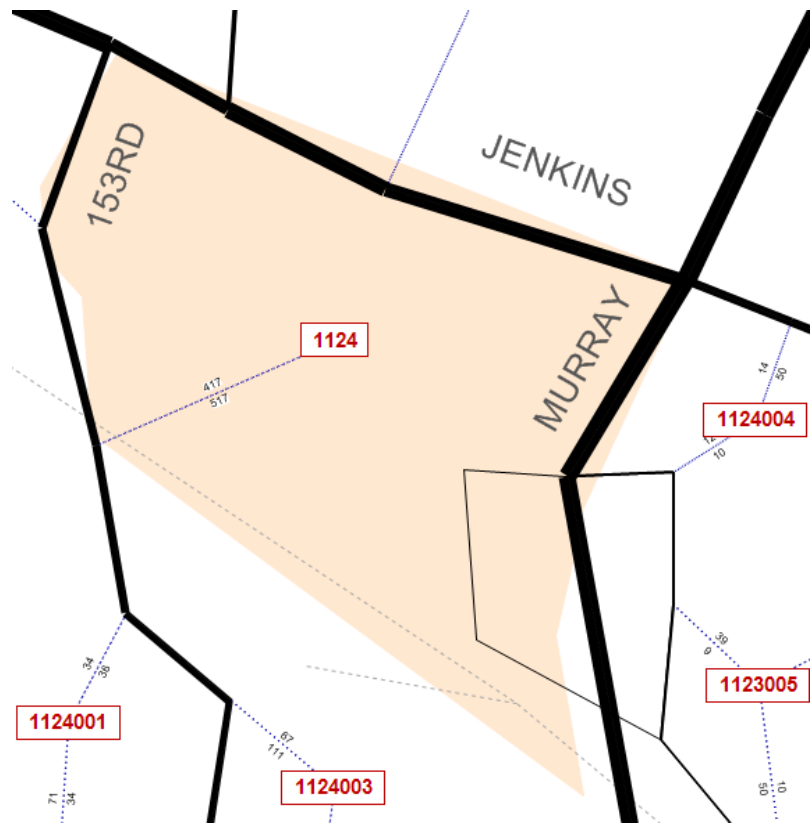


Figure 2: Year Street Connectivity and Loading for Zone 1124 (shaded) in Beaverton TSP Travel Demand Model

Network Grid Review

Metro provides regional facility spacing guidelines to provide adequate circulation and connectivity for the regional transportation network. The Regional Transportation Functional Plan (RTFP) requires a grid spacing of one-mile for arterials and one-half mile for collectors, to the extent possible.² We reviewed the study area to determine if the removal of the future collector would still allow the system to meet the regional grid network. We found that there are two sets of parallel streets that surround the future collector – SW Jenkins Road and SW Millikan Way to the north and south, as well as SW Murray Boulevard and SW 153rd Drive to the east and

² Metro RTFP, Section 3.08.110 Street System Design Requirements.

west. These alternate routes would still provide one-half mile or better (less) spacing as required by Metro. Therefore, removing the future collector would still meet regional transportation network grid requirements.

Findings

Based on our analysis of the operational and regional spacing requirements, the removal of the future collector between SW Murray Boulevard and SW 153rd Drive from the TSP would not cause a significant impact nor change the findings reported in the TSP.

The following items in the TSP would require modification to be consistent with the removal of the collector street:

- Comprehensive Plan Volume I Chapter 6 (Transportation Element):
 - VI 19 (Figure 6.1 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - VI 21 (Figure 6.2 Bicycle System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - VI 25 (Figure 6.4 Functional Class Plan) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
- Comprehensive Plan Volume IV Transportation System Plan
 - Page 1-5 (Figure 1-3 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Page 3-3 (Figure 3-2 Adopted Functional Classification) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
 - Page 4-28 (Figure 4-8 Pedestrian System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
 - Page 4-30 (Figure 4-9 Bicycle System Gaps and Priority Locations) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive

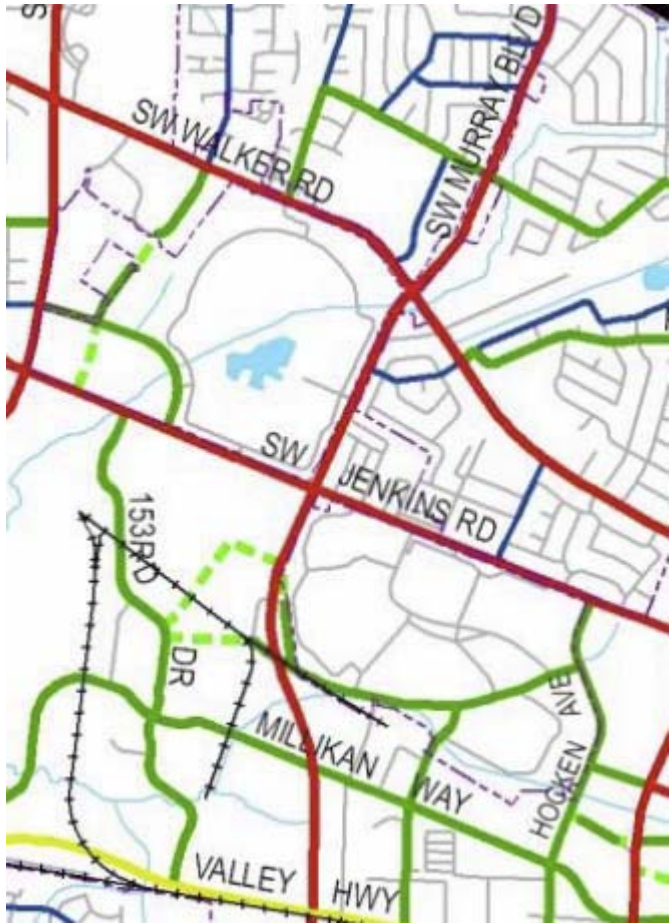


Figure 3: Beaverton Functional Class Map (Red = Arterial, Green = Collector, Solid = Existing, Dashed = Future)



- Page 4-34 (Figure 4-11 Adopted Functional Classification) – Remove green dashed line showing future collector between SW Murray Boulevard and SW 153rd Drive
- Appendix D Page 34 (Figure 8 Pedestrian Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
- Appendix D Page 36 (Figure 9 Bicycle Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
- Appendix D Page 38 (Figure 10 Transit Needs) – Remove grey line indicating connection between SW Murray Boulevard and SW 153rd Drive
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- Change Log – Add list of above edits